

# ACTIVE TRANSPORTATION PROGRAM OVERVIEW

Caltrans District 12  
January 29, 2018

# ACTIVE TRANSPORTATION PROGRAM (ATP)

Active Transportation Program (ATP) funds non-motorized projects, or projects that benefit:



Biking, Rolling & Walking

# PROGRAM GOALS

- Increase the proportion of trips accomplished by walking and biking
- Increase the safety and mobility of non-motorized users
- Advance the efforts of regional agencies to achieve greenhouse gas (GHG) reduction goals
- Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School (SRTS) Program funding
- Ensure that disadvantaged communities fully share in the benefits of the program (a minimum of 25%)
- Provide a broad spectrum of projects to benefit many types of active transportation users



# ELIGIBLE APPLICANTS

- Local, Regional or State Agencies\*
- Transit Agencies
- Natural Resources or Public Land Agencies
- Public schools or school districts
- Tribal Government\*\*- Federally recognized Native American Tribes
- Private nonprofit tax-exempt organizations- for Recreational Trails funds\*\*
- Any other entity- with responsibility for oversight of transportation or Recreational Trails that the California Transportation Commission (CTC) determines to be eligible

\*Caltrans & MPOs (except MPOs that are also RTPAs) are not eligible project applicants for the federal TAP funds.

\*\* All agencies must be able to enter into a Master Agreement (MA) with Local Assistance

# NEW TO CYCLE 4

- **Infrastructure projects** (based on total project cost)
  - Small (less than \$1.5 mil)
  - Medium (between \$1.5 mil and \$7 mil)
  - Large (greater than \$7 mil)
- **Non-infrastructure projects**
  - Education, encouragement, and enforcement activities
- **Plans**
  - Bicycle, pedestrian, SRTS, or active transportation plan



# DISADVANTAGED COMMUNITIES

- For a project to qualify as directly benefiting a disadvantaged community, the project must be located within or in reasonable proximity and have a direct connection to the disadvantaged community
  - Statewide Median Household Income
  - CalEnviroScreen
  - National School Lunch Program
- Projects located in partially disadvantaged communities will receive partial points

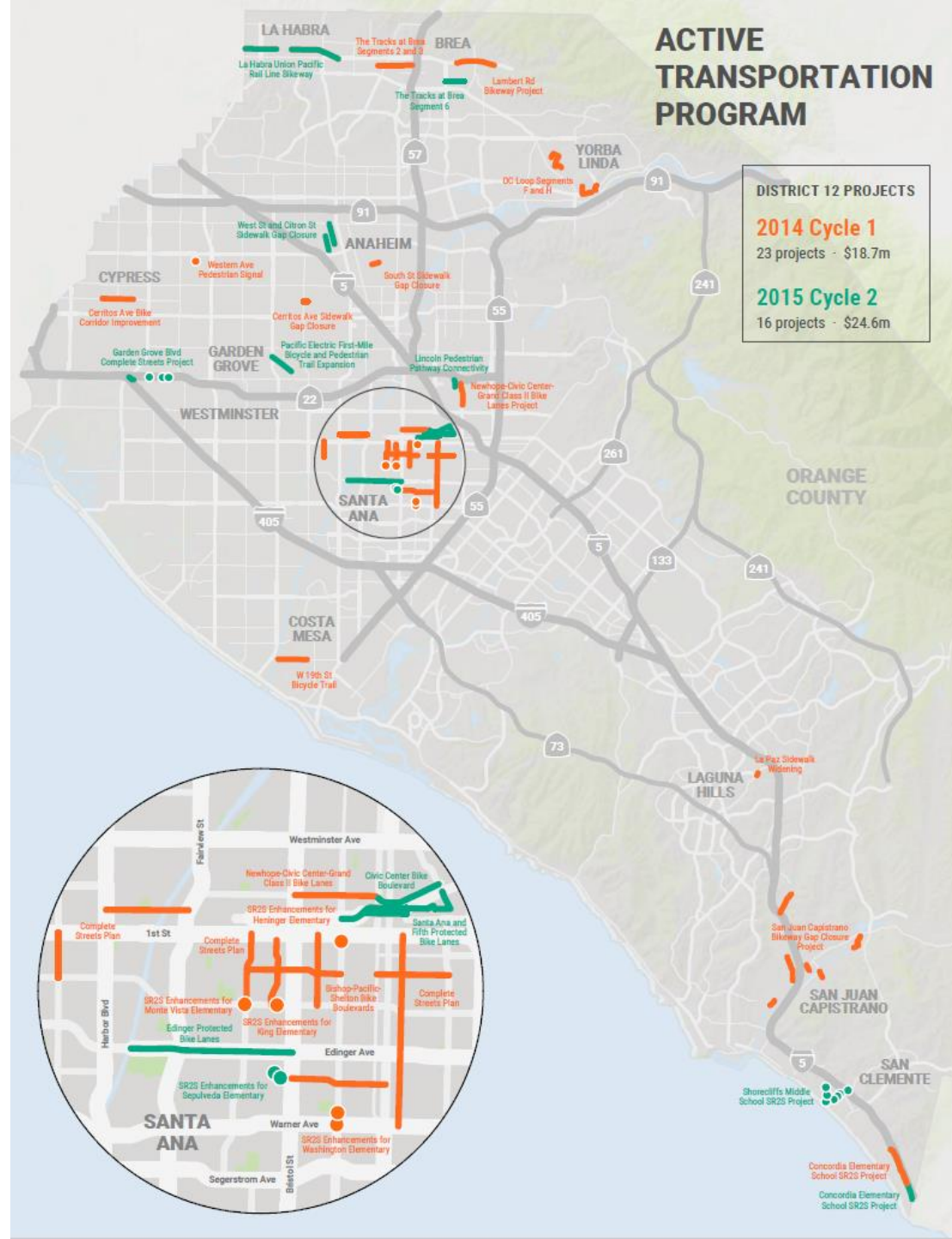
# CYCLE 4 SCORING RUBRICS

Topic	Plan	Non-Infrastructure	Infrastructure		
			Small	Medium	Large
Disadvantaged Communities (DAC)	30	10	10	10	10
Need	20	45	40	35	30
Safety		10	25	25	20
Public Participation* **	25	15	10	10	10
Scope/Implementation	25	10	15	10	10
Context Sensitive & Innovation				5	5
Transformative Projects					5
Evaluation and Sustainability		10			
Cost Effective					5
Leveraging			0	5	5
Corps (0 or -5)		0	0	0	0
Past Performance (0 to -10)		0	0	0	0
<b>Total</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>

\* Small and Medium Infrastructure have one response box

\*\* Large Infrastructure has five response boxes

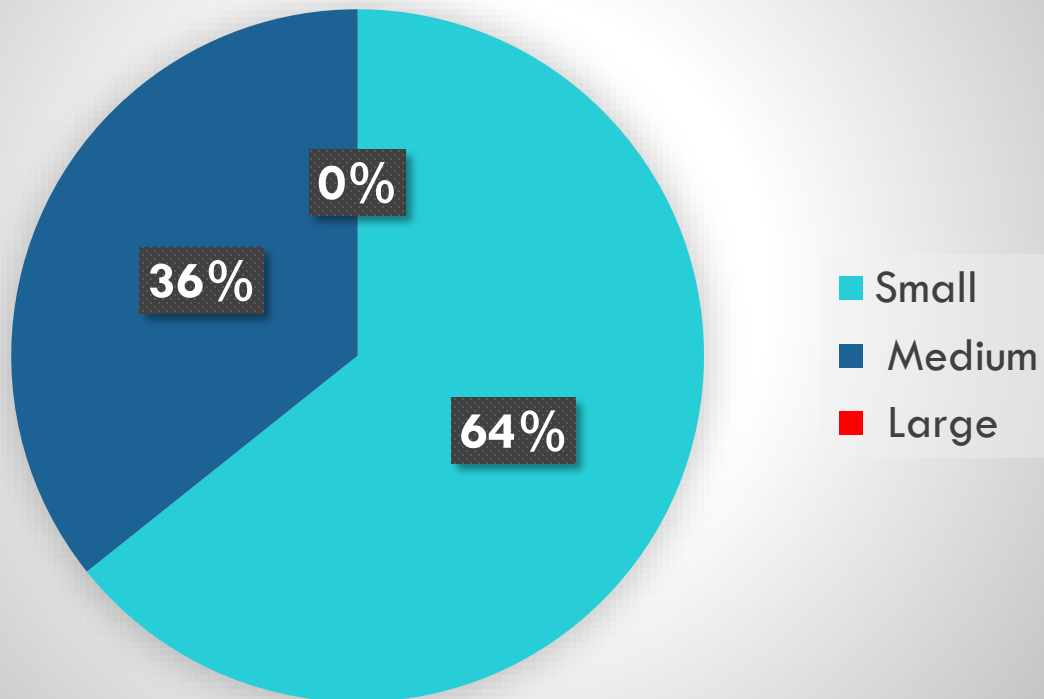
# SUCCESS STORIES





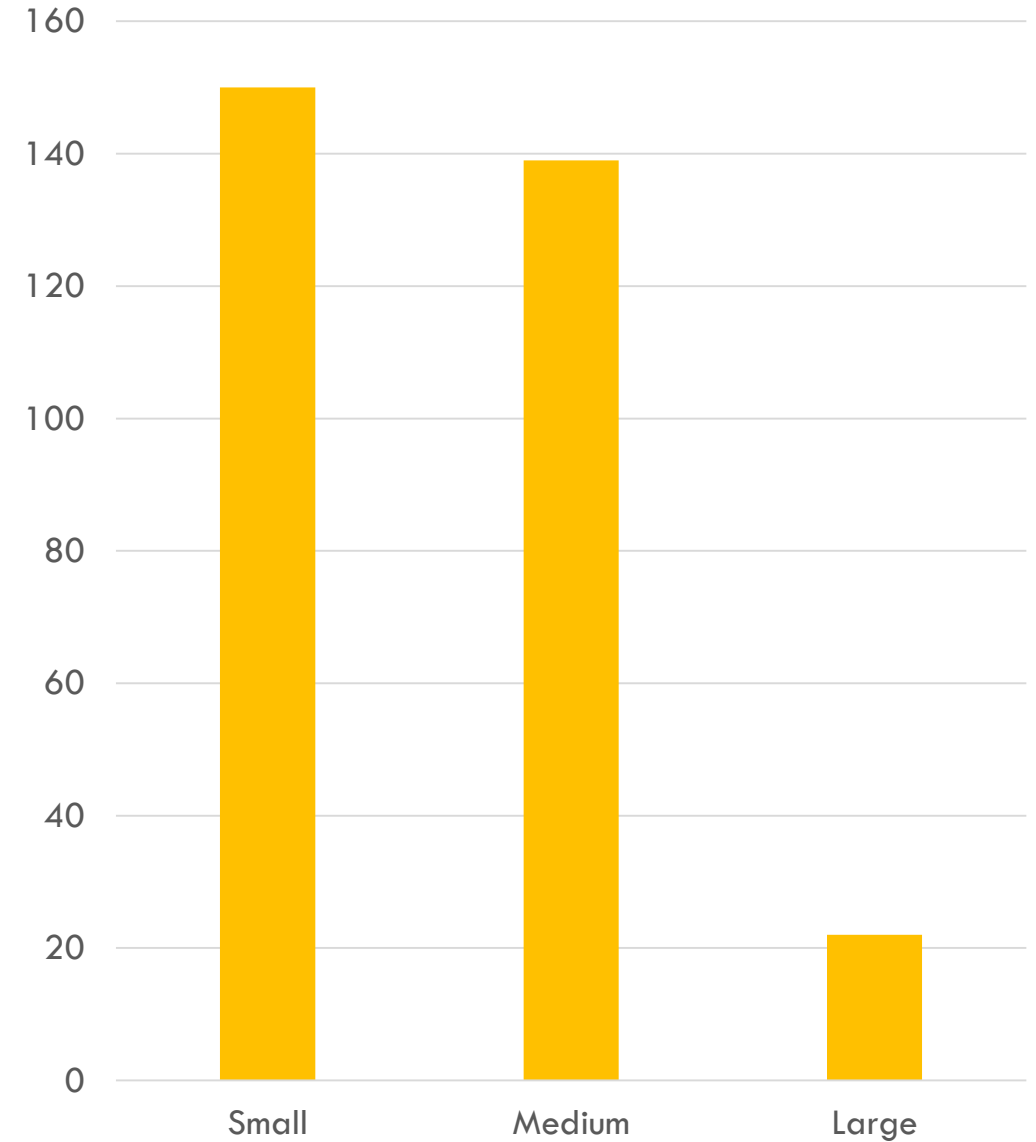
# PAST ALLOCATIONS

**Orange County Project Allocations**  
(Cycles 1-3 Augmentation)



## State Project Allocations

(Cycles 1-3 Augmentation)  
Number of Projects by Size



# ATP PROJECTS MUST GO THROUGH THE CTC\* FUNDING ALLOCATION PROCESS

Paperwork needs to be submitted to the district about 2 months before the CTC meeting



There can be 5 allocations for an ATP project

- PA&ED, PS&E, ROW, CON and Non-Infrastructure

\*CTC=California Transportation Commission

# TIPS & TRICKS

- Complete the application in its entirety
- Tell your story, but be direct
  - How does your project fit into a bigger narrative?
- Reference your data and be specific with your data
- It's okay to repeat your answers – questions are scored on an individual basis
- Assume the reviewer has no background information about your project and its location
- Partner with other agencies
- Engage the community – i.e., non-profits, 501(c)(3)s, etc.
- Synergy between planners and engineers
- Contact District Staff

# CHALLENGES

- Incomplete application
- Unclear ideas
- Lack of public involvement
- Lack of multijurisdictional coordination
- Lack of alignment with Caltrans' mission & vision and Strategic Management Plan
- Implementation of project
  - Schedule issues and lack of resources

# IMPORTANT DATES

- **May 16, 2018:** Call for projects
- **July 31, 2018:** Project applications to Caltrans
- **December 3, 2018:** Staff recommendation for statewide portion of program posted
- **January 2019:**
  - Commission (CTC) adopts statewide portion of program
  - Projects not programmed distributed to SCAG

# ACTIVE TRANSPORTATION RESOURCE CENTER

- Provides resources utilizing a combination of subject experts from Caltrans, California Department of Public Health (CDPH) and California State University, Sacramento (CSUS)
- Will provide resources and training to stakeholders for infrastructure and non-infrastructure ATP projects
- Funded by the Active Transportation Program and administered by Caltrans
- Contract with UC Berkeley's Safe Transportation Research and Education Center (SafeTREC)
  - Create an ATP tool to map and summarize CA bike and pedestrian collisions

# ACTIVE TRANSPORTATION RESOURCE CENTER - EXPERTISE

- Caltrans is contracted with CDPH and CSUS to provide technical assistance to ATP awardees and interested parties
  - CDPH expertise is Non-Infrastructure ATP project guidance
  - CSUS expertise is providing expertise for Infrastructure ATP projects



# RESOURCES

- Caltrans ATP website:
  - <http://www.dot.ca.gov/hq/LocalPrograms/atp/>
- CTC website – ATP webpage:
  - <http://www.catc.ca.gov/programs/atp/>
- Active Transportation Resource Center (ATRC):
  - <http://caatpresources.org/>



# CALTRANS ATP STAFF

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